



U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 West Allegan Street, Room 201
Lansing, Michigan 48933

May 12, 2005

Ms. Susan Mortel, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Ms. Mortel:

Reference is made to your letter of May 12, 2005, which requested a Finding of No Significant Impact (FONSI) for the proposed project. We have completed our final review of the document and the attachments to the letter. Based on our review, we have concluded that the proposed project will have no significant impacts to the environment. Accordingly, our signed FONSI, Memorandum of Agreement (MOA) and Programmatic Section 4(f) Determination and Approval are enclosed. A copy of the signed MOA is being sent to the Advisory Council on Historic Preservation and the State Historic Preservation Officer, in accordance with the Section 106 procedures. Please transmit a notice to the affected federal, state, and local government units, informing them the FONSI documentation will be available from your Department or our office, upon the request from the public.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, MDOT is authorized to proceed with further project development.

Sincerely,

David Calabrese
Field Operations Group Leader

For: James J. Steele
Division Administrator

Attachments

cc: Cynthia Warzecha, MDOT Planning (B340)



Federal Highway Administration
Finding of No Significant Impact
for
Replacement of Fort Street (M-85) Bascule Bridge
Over the Rouge River
City of Detroit, Wayne County, Michigan

The FHWA has determined that this project will not have any significant impacts on the human or natural environment. This finding of no significant impact is based on the attached Environmental Assessment, which has been independently evaluated by the FHWA and determined to be adequate and accurately discuss the environmental issues and impacts of the proposed project.

The proposed project will require the purchase of a minor amount of additional rights-of-way, which will be acquired in compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. The proposed structure will have a greater hydraulic capacity than the existing structure. There is a Programmatic Section 4(f) Evaluation since the proposed project involves the replacement of Fort Street Bascule Bridge; and the mitigation is outlined in the attached Memorandum of Agreement. The Michigan Department of Transportation will act as the non-federal representative to coordinate U.S. Army Corps of Engineers and U.S. Coast Guard as well as the Michigan Department of Natural Resources and Michigan Department of Environmental Quality to secure all permits required prior to advertising the project for construction. In addition, the Public Involvement process has been complied with as evidenced by the Michigan Department of Transportation's March 14, 2005 letter.

The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

05-12-2005
Date


Responsible Official

Field Operations Group Leader
Title

P-18010

JENNIFER M. GRANHOLM
GOVERNOR



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

May 12, 2005

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 W. Allegan Street, Room 201
Lansing, Michigan 48933

Dear Mr. Steele:

Enclosed is a request for a Finding of No Significant Impact (FONSI) for the proposed replacement of the M-85 (Fort Street) bascule bridge over the Rouge River in the City of Detroit, Wayne County, Michigan.

The Environmental Assessment (EA) for the proposed replacement of the M-85 bascule bridge was approved by the Federal Highway Administration November 10, 2004. Copies of the EA were distributed to potentially affected or interested parties. A public hearing was held on January 11, 2005, at the Kemeny Center in Detroit. Certification of the public hearing process was transmitted to your office on March 14, 2005.

Comments, questions, and suggestions submitted to the Michigan Department of Transportation (MDOT) regarding this project, along with copies of the letters received, are enclosed. Also included is the Section 4(f) Memorandum of Agreement.

Based on studies of the proposed project conducted by MDOT, we request that a FONSI be issued and that location and design approval be granted.

Sincerely,


Susan P. Mortel, Director
Bureau of Transportation Planning

Enclosure(s)

MICHIGAN DIVISION
FEDERAL HIGHWAY ADMINISTRATION
PROGRAMMATIC SECTION 4(f) DETERMINATION AND APPROVAL
UNDER THE
NATIONWIDE PROGRAMMATIC SECTION 4(f) EVALUATION
AND APPROVAL FOR FHWA PROJECTS THAT NECESSITATE
THE USE OF HISTORIC BRIDGES
(July 5, 1983)

Description/Location of Historic Bridge

Consult the Nationwide Section 4(f) Evaluation as it relates to the following items. Complete all items. Any response in a box ([]) requires additional information prior to approval. This determination will be attached to the applicable FONSI.

	YES	NO
1. Will the bridge be replaced or rehabilitated with Federal funds.	X	[]
2. Will the project require the "use" of a historic structure, which is on or is eligible for listing on the National Register of Historic Places?	X	[]
3. Will the project impair the historic integrity of the bridge either by demolition or rehabilitation?	X	[]
4. Has the bridge been determined to be a National Historic landmark?	X	[]

Alternatives Considered:

Consult the Nationwide Programmatic Section 4(f) Evaluation for the generic reasons that might be addressed. The evaluation of alternatives for the subject project, however, must quantify those reasons as applicable and be supported by the circumstances of the project.

1. All of the following alternatives to avoid any use of the historic bridge have been evaluated?	X	[]
2. The "Do Nothing" alternative has been studied and it has been determined for reasons of maintenance and safety not be feasible and prudent?	X	[]
3. The build on new location without using the old alternate has been studied and it has been determined for reasons of terrain, and/or adverse social, economic or environmental effects, and/or engineering and economy, and/or preservation of the old bridge, not to be feasible and prudent?	X	[]
4. Rehabilitation of the existing bridge without affecting the historic integrity of the bridge has been studied and it has been determined for reasons of structural deficiency, and/or geometrics that rehabilitation is not feasible and prudent?	X	[]

Measures to Minimize Harm:

- | | | | |
|----|--|-----|-----|
| 1. | The project includes all possible planning to minimize harm as the following apply? (When an item does <u>not</u> apply, indicated N/A). | X | [] |
| 2. | For bridges that are to be rehabilitated and there is an "adverse effect" on the historic integrity of the bridge, the historic integrity is preserved to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements?* | N/A | [] |
| 3. | For bridges that are to be moved or demolished or rehabilitated to the point that the historic integrity is affected, the FHWA has ensured that fully adequate records are made of the bridge in accordance with the Historic American Engineering Record (HAER) for nationally important bridges or State Historic Preservation Officer (SHPO) for locally significant bridges? | X | [] |
| 4. | For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge?** | N/A | [] |
| 5. | For bridges that are adversely affected, the FHWA, SHPO, and ACHP have reached agreement through the Section 106 process on the Measures to Minimize Harm and those measures are incorporated in the project? | X | [] |

*NOTE: When it has been determined by FHWA in consultation with the SHPO and ACHP that the rehabilitation work will result in "no effect" or "no adverse effect" on the historic integrity of the structure, the provisions of Section 4(f) and the above Nationwide Programmatic Section 4(f) Evaluation do not apply.

**NOTE: This criterion will require the advertisement and marketing of the bridge in accordance with FHWA requirements. Marketing will be addressed in the Programmatic Section 4(f) Evaluation and by appropriate provisions in the Memorandum of Agreement entered into between the State or local agency, FHWA, the SHPO and ACHP. Refer to Mr. Leathers' July 22, 1987, memorandum on the applicable requirements for preservation and marketing. Copies of the advertisement and results of marketing efforts must be furnished to FHWA to replacement of the historic bridge.

Determination and Approval:

Based on the Environmental Assessment/Programmatic Section 4(f) Evaluation approved by FHWA on November 10, 2004 the results of public and agency consultation and coordination as evidenced by the attachments to the Michigan Department of Transportation's May 12, 2005 letter attached, the FHWA has determined that:

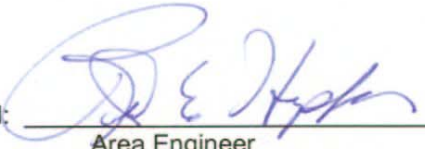
The project meets the applicability criteria set forth in the Nationwide Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the use of Historic Bridges dated July 5, 1983.

That all of the alternatives set forth in the Findings section of the above Nationwide Section 4(f) Evaluation have been fully evaluated. Based on those Findings, it is determined there is no feasible and prudent alternatives to the use of the historic Fort Street Bascule bridge.

That the project complies with the Measures to Minimize Harm Section of the above Nationwide Section 4(f) Evaluation has been completed and agreement between FHWA, SHPO and ACHP has been reached.

Accordingly, the FHWA approves the proposed removal of the historic Fort Street Bascule bridge for the construction of a replacement for the Fort Street Bascule Bridge (Alternative B) under the above Nationwide Section 4(f) Evaluation issued on July 5, 1983.

5/12/05
Date

Approval Recommended: 
Area Engineer

5/12/05
Date

Approved: 
Environmental Prog. & Field Op. Eng.

(Word# S-86511)

**DOCUMENTATION SUPPORTING A FINDING OF NO SIGNIFICANT
IMPACT FOR THE PROPOSED REPLACEMENT OF THE M-85
(FORT STREET) BASCULE BRIDGE IN THE CITY OF DETROIT,
WAYNE COUNTY, MICHIGAN**

(C.S. 82071, J.N. 54049)

SECTION 1

PROPOSED PROJECT

1.1 Public Involvement

An Environmental Assessment/Programmatic Section 4(f) Evaluation (EA/4(f)) for the proposed replacement of the M-85 (Fort Street) bascule bridge in the city of Detroit, Wayne County, Michigan was approved by the Federal Highway Administration (FHWA) on November 10, 2004. Legal notices announcing the public hearing and availability of the Environmental Assessment were placed in the Wednesday, December 22, 2004 Detroit Zone issues of the *Detroit News and Detroit Free Press*, the Sunday, December 26, 2004 issue of the *News Herald North Zone*, and the Saturday, December 25, 2004 issue of the *Latino Press*. A total of 33 people attended the public hearing that was held January 11, 2005 at the Kemeny Center in Detroit, Michigan. The hearing was held in accordance with Federal and State Public Involvement/Public Hearing Procedures. The public comment/hearing requirements have been met as certified by the Michigan Department of Transportation (MDOT) Public Hearings Officer. A copy of the certification letter is included in Appendix A.

1.2 Project Description and Alternatives

Alternatives presented in the EA/4(f):

- A. Replacement on Existing Alignment
- B. Replacement on a 13° Skewed Alignment (Preferred)
- C. Replacement on a 5° Skewed Alignment
- D. Rehabilitation of the Existing Bascule Bridge
- E. Building on a New Location without Removing the Existing Bridge
- F. Relocation of the Bridge to a New Site

MDOT recommends that the bridge be replaced on a 13° skewed alignment. Alternative B was selected because it would correct deficiencies of the bascule bridge and improve the Fort Street/Oakwood Boulevard intersection. Realignment of the intersection would improve traffic flow and lane identification. Of the three southbound lanes, the left and middle lane would be exclusive Fort Street lanes and the right lane would be an exclusive Oakwood Boulevard lane. Alternative C was the only other alternative that would correct the Fort Street/Oakwood Boulevard intersection. Alternative C was eliminated because it would jeopardize motorist safety and reduce traffic capacity.

Building on a 13° skew also allows for the retention of the operator's house and related abutment structure, thereby providing an opportunity to mitigate the adverse impacts to the historic bridge. Mitigation measures include preservation of the operator's house and the development of an interpretive site. The MOA, provided in Appendix B, further describes the proposed mitigation measures.

1.3 Corrections and Clarifications to the Environmental Assessment

1. Page 29, Section 2.14 – Water Quality, *Post construction impacts*, third paragraph: The third sentence states that the new bridge structure will have an open grate bridge deck. This statement is incorrect. The type of bridge deck has not been determined.
2. Page 32, Section 2.18 – Air Quality, third paragraph: The information in the third paragraph should be modified to read as follows, “The project is included on the Southeast Michigan Council of Government (SEMCOG) 2030 Regional Transportation Plan (RTP), which is awaiting approval by the Federal Highway Administration. The "Preliminary Engineering," or design phase for the project, is included on the State Transportation Implementation Plan (STIP) and SEMCOG's Transportation Improvement Program (TIP). The construction and right-of-way phases for the project will be submitted to SEMCOG for approval at a later date. The project most likely will be exempt from the air-quality conformity analysis because it will not add capacity.”
3. Page 32, Section 2.18 – Air Quality, *Mitigation measures during construction*, second paragraph: The last sentence in the paragraph should be deleted. All permit applications for portable bituminous or concrete plant or crushers must be made to the Permit Section, Air Quality Division, of the Michigan Department of Environmental Quality.
4. Page 35, Section 2.20 – Permits Required, first paragraph: The paragraph should read, “MDOT is an Authorized Public Agency (APA) and will address soil erosion and sedimentation control in accordance with Part 91 by following its approved Soil Erosion Sedimentation Control Program and Standard Plan which has been approved by the MDEQ.”
5. Page 36, Section 2.21 – Additional Measures to Minimize Impacts, *Existing Vegetation*, third paragraph: The first sentence is incomplete; it should read, “Although some tree removal may be necessary, the existing natural and ornamental and vegetative cover will be retained wherever possible within the right-of-way.”
6. Page 37, Section 3.3 – Historic 4(f) property, *Ownership*, last paragraph: “Wayne County Road Commission” should be replaced with “Wayne County's Department of Public Service.” Wayne County does not have a road commission.

1.4 Project Mitigation

The project mitigation summary “Green Sheet” prepared for this project is included in Appendix C.

SECTION 2

COMMENTS AND RESPONSES

The following are summaries of letters and comments that were received as part of the public record and comments that were received at the public hearing. Each comment or concern has been addressed with a response and copies of the correspondence received from Federal and State agencies, as well as local agencies, are provided in Appendix D.

2.1 Letters from Federal and State Agencies Regarding the EA/4(f)

1. The United States Department of Homeland Security, United States Coast Guard reviewed the document and had no objections to the project. The Coast Guard indicated that the minimum clearances between the fender systems meets navigational needs and will not impose undue hardship on vessel traffic.

Response: Comment noted.

2. The United States Army Corps of Engineers reviewed the document and had no comments. However, they offered clarification regarding permit requirements for the bridge replacement. Since the U.S. Coast Guard will exercise their authority over the project under Section 9 of the Rivers and Harbors Act, the Corps will not exercise its Section 10 authority under the same act. The Corps will exercise its authority under Section 404 of the 1977 Clean Water Act. To perform a complete evaluation of impacts, the Corps will need plans specifically outlining all discharge footprint areas.

Response: Comment noted.

3. The Advisory Council on Historic Preservation reviewed the document and stated that their participation to resolve adverse effects is not needed.

Response: Comment noted.

4. The United States Department of the Interior reviewed the document and concurs with FHWA that there appears to be no feasible or prudent alternative to the proposed project.

Response: Comment noted.

5. The State Historic Preservation Office (SHPO) reviewed the document and accepted the EA for the proposed replacement of the Fort Street bascule bridge.

Response: Comment of acceptance noted.

6. The United States Environmental Protection Agency (EPA) reviewed the document and determined that there were no significant concerns meriting comment. The EPA stated that they reserve the right to reconsider conducting a review at future planning stages.

Response: Comment noted.

7. The Michigan Department of Environmental Quality (MDEQ) reviewed the document and offered the following comments:

First Comment: The MDEQ stated that it is unclear why both Alternative A and Alternative B require a two-year detour.

Response: Both alternatives would require the removal of the existing bridge before the replacement structure can be built.

Second Comment: MDEQ noted that, on page 29, the EA states that the new bridge will have an open grate bridge deck and would allow direct runoff from the bridge into the river. The MDEQ encouraged MDOT to evaluate alternatives to capture and treat runoff before it enters the river.

Response: As noted in *Section 1.3 – Corrections and Clarifications to the Environmental Assessment*, the type of bridge deck has not yet been determined. A bridge study will be conducted and will evaluate deck types as well as measures to address bridge runoff.

Third Comment: MDEQ stated that proper testing and disposal of contaminated sediments will be required, that the use of a clamshell bucket for dredging be evaluated, and that the permit application should indicate the method of construction if utility lines are located in the river.

Response: Testing and disposal of contaminated sediments will be handled as described in the EA under *Section 2.19 – Sites of Environmental Contamination*. MDOT will evaluate the use of a clam shell bucket for any dredging. MDOT will include any required utility line construction in the river as part of the permit application process.

Fourth Comment: MDEQ stated that MDOT may need to analyze the impacts of both structures if they are in place at the same time.

Response: The existing bridge will be removed before the new structure is constructed.

2.2 Letters from Local Agencies

1. The Detroit Historic District Commission reviewed the document and stated that the selection of Alternative B appears reasonable. The commission supports the retention of the operator's tower and related bridge features as proposed and stated that the proposal fits well with the efforts of the Automobile National Heritage Area.

Response: Comment noted.

2. The Southeast Michigan Council of Governments (SEMCOG) reviewed the document and had the following comments:

First Comment: SEMCOG indicated that the project is consistent with the *Water Quality Management Plan for Southeast Michigan*. SEMCOG offered comments similar to the MDEQ in stating that the design of the bridge should minimize bridge deck drainage directly into the Rouge River. The council recommends, to the extent possible, incorporating catch basins and storm drains to transport the water off the bridge and overland to be filtered by vegetation before being discharged into the river.

Response: As noted in *Section 1.3 – Corrections and Clarifications to the Environmental Assessment*, the type of bridge deck has not yet been determined. A bridge study will be conducted and will evaluate deck types as well as measures to address bridge runoff.

Second Comment: SEMCOG identified the need to protect the Rouge River from sedimentation during construction and stated that compliance with and a permit under Part 91 (Soil Erosion and Sedimentation Control) of PA 451 of the Natural Resources and Environmental Protection Act may be required.

Response: MDOT is an Authorized Public Agency (APA) and will address soil erosion and sedimentation control in accordance with Part 91 by following its approved Soil Erosion Sedimentation Control Program and Standard Plan which has been approved by the MDEQ.

Third Comment: SEMCOG provided comments similar to the MDEQ regarding sites of environmental contamination, stating that the sites will be mitigated, dewatering may be required, and testing will occur to determine the appropriate form of disposal.

Response: Testing and disposal of contaminated sediments will be handled as described in the EA under *Section 2.19 – Sites of Environmental Contamination*.

Fourth Comment: SEMCOG indicated that although the project is listed in the State TIP, it does not appear in the Regional TIP. Because the State TIP must reflect the Regional TIP, SEMCOG requested that the statement in the EA regarding the project being in the State TIP be reviewed.

Response: New text for the paragraph addressing the State TIP is expanded and clarified above in *1.3 – Corrections and Clarifications to the Environmental Assessment*.

Fifth Comment: SEMCOG stated that the project would likely be exempt from air quality conformity analysis because it does not add capacity and that the area is non-attainment for carbon monoxide and particulate matter.

Response: Comment noted.

Sixth Comment: SEMCOG pointed out that the EA states that the Wayne County Road Commission performs routine maintenance. However, Wayne County does not have a road commission and such functions are served by Wayne County's Department of Public Service.

Response: The correction was made in *Section 1.3 – Corrections and Clarifications to the Environmental Assessment*.

Seventh Comment: The EA stipulates that MDOT will coordinate with the Detroit Department of Transportation and other transit providers to accommodate users. SEMCOG indicates that the Suburban Mobility Authority for Regional Transportation (SMART) also services this area (routes 125 and 150).

Response: MDOT will also coordinate with SMART to maintain bus service to users affected by the project.

3. The City of Detroit Planning & Development Department reviewed the document and supports the project.

Response: Comment noted.

4. The Southwest Detroit Environmental Vision (SDEV) reviewed the document and had the following comments:

First Comment: The SDEV is concerned about Morton Salt Company's loss of property.

Response: MDOT will pay just compensation for property required for transportation purposes. "Just compensation" is the payment of "fair market value" for the property rights acquired plus allowable damages to any remaining property.

Second Comment: The SDEV is concerned that businesses located on Oakwood Boulevard would suffer economic losses as a result of the detour. (This concern also was voiced by several citizens at the public hearing.) The SDEV stated that there should be temporary signs placed at detours and a permanent sign listing places to eat, and perhaps other businesses, be placed at the new bridge at the right turn onto Oakwood Boulevard.

Response: MDOT will provide signs indicating that business on Oakwood Boulevard are open during construction. Alternative B does not preclude the placement of a sign listing Oakwood businesses near the new the Oakwood Boulevard/Fort Street intersection. The community may erect a sign or the possibility of partnering with MDOT to install a new sign may exist. Such a sign must meet certain guidelines and the community would need to assume responsibility for maintenance.

Third Comment: The SDEV prefers that the construction headquarters be placed on the west side of the bridge where all the eating establishments are located to replace some of

their lost business due to the detour. (At the public hearing, several business owners also expressed a desire to locate the staging area on the west side of the bridge.)

Response: MDOT cannot dictate the location of staging for the project; staging may be needed on both sides of the bridge. Regardless of the staging location, the eating establishments on Oakwood Boulevard would be the nearest place for the construction crew to obtain meals.

Fourth Comment: The SDEV is pleased that the bridge design will be consistent with any future bike/pedestrian route connecting with the Rouge River.

Response: Comment noted.

Fifth Comment: The SDEV commented on the presence of waterfowl and other wildlife along the old oxbow of the Rouge River, about five blocks from the bridge. SDEV urged MDOT to limit activities that might harm the restoration of the river that is now slowly taking place.

Response: To protect water quality, strict soil erosion and sedimentation controls will be implemented on this project. In addition, no work will be allowed in the Rouge River between March 1 and May 31 to protect fish spawning activity and to protect larval fish development.

Sixth Comment: SDEV appreciates MDOT's plan to provide funding to the city of Detroit to address emergency response during the detour. In his written comment, the South Schaefer Neighborhood City Hall manager asked how emergency services would be handled during the detour

Response: As stated in the EA, MDOT will provide funding to the city to address emergency response needs on both sides of the bridge during the detour.

Seventh Comment: SDEV strongly encourages MDOT to retain the operator's tower "to help us remember our past through its presence."

Response: Comment noted.

5. The Dearborn Fire Department stated that it has no significant issues with the proposed bridge replacement.

Response: Comment noted.

2.3 Comments Received at the Public Hearing

The Michigan Department of Transportation received comments from 11 individuals at the public hearing that was held at the Kemeny Center in Detroit, Michigan.

1. Several business owners who require access to the shipping channel expressed concerns about potential closures to the channel and the necessity of receiving adequate notice if closures are necessary.

Response: The United States Coast Guard requires that access to the shipping channel be maintained during construction. The bridge consultant will include a special provision in the contract that outlines standard procedures for requesting temporary closures and includes methods for notifying the shipping community.

2. A citizen indicated that something will need to be done to reach senior citizens about the detour.

Response: A community meeting will be held prior to construction to provide more detailed information about the detour and other project information. The meeting will provide an opportunity to discuss ways to notify senior citizens about any modifications to the bus routes during the detour.

3. A business owner indicated support for his company being HUB (Historically Underutilized Business) zone certified. He requested that someone investigate the HUB program for adoption at the state level and at MDOT.

Response: Establishing a HUB is outside the scope of this project but the Federal administers a Disadvantaged Business Enterprise (DBE) program for transportation projects.

4. A citizen asked about what routes the buses would take during the detour so people could continue to use the buses to ride to school, work, entertainment, and other things. In his written comment, the South Schaefer Neighborhood City Hall manager also raised a question about bus service during the bridge closure.

Response: Bus service for area residents will be maintained on local roads during construction. MDOT will coordinate with the Detroit Department of Transportation (DDOT), Suburban Mobility Authority for Regional Transportation (SMART), local schools, and other transit providers to accommodate users.

5. A business owner inquired as to whether or not alternate ideas for placement of the bridge have been considered.

Response: The EA evaluated seven different alternatives.

6. A business owner asked how fair market value would be calculated for property acquisition and how much notice would be given.

Response: MDOT will pay just compensation for fee purchase or easement use of property required for transportation purposes. *Just compensation* is defined as the payment of *fair market value* for the property rights acquired plus allowable damages to any remaining property. *Fair market value* is defined as the highest price estimated, in

terms of money, the property would bring if offered for sale on the open market by a willing seller, with a reasonable time allowed to find a purchaser, buying with the knowledge of all the uses to which it is adapted and for which it is capable of being used. MDOT will advise property owners of the need for their property well in advance of actual negotiations. Further details about property acquisition can be obtained from MDOT in a publication entitled *Public Roads & Private Property*. Contact the Michigan Department of Transportation, Real Estate Support Area, P.O. Box 30050, Lansing, Michigan, 48909 or phone 517-373-2200.

7. State Representative Tobocman, as well as several citizens, expressed concerns about the excess property that will exist on the west side of the bridge once the project is complete. A suggestion was made to transfer the property to the city of Detroit and to work with the Southwest Detroit Business Association, the University of Dearborn, and nonprofit organizations in southwest Detroit who are designing the greenway. Representative Tobocman reiterated his concern in a letter to MDOT. Another individual suggested that MDOT look at what the Kemeny Recreation Center has already done to design green space along the Rouge River and to include this group in meetings to have input before decisions are made. The group has already written and submitted a grant to start a boardwalk bike path that links to the Fort Street bridge.

Response: Use of the property on the west side of the bridge has not been determined. MDOT will retain all excess property until after the project is complete. Whether the property is retained by MDOT or sold, the department will coordinate with local groups to ensure that the excess property is compatible with local greenways initiatives. The bridge replacement project does not preclude greenway use or development of the property on the west end of the existing bridge.

8. A concern was raised that more attention has been given to developing the east side of the bridge, specifically the proposed interpretive site, than on the west end of the bridge.

Response: MDOT's efforts on the east side of the bridge have been more evident because this location represents a logical area to meet our obligations for adverse impacts to the historic bridge. The area of existing right-of-way on the east side of the bridge includes the operator's house, the focal point of the proposed interpretive site. The operator's house is also near Miller Road, the location of a significant historical event associated with the bridge that will be a key theme of the interpretive site.

9. A citizen asked if a truck traffic study had been done and expressed concern about increased truck traffic on other roads during the detour.

Response: A traffic study, which included the percentage of truck traffic, was conducted to evaluate current and future traffic levels. The existing and future Level of Service (LOS) for the current and future traffic conditions is Level A, the best rating. The bridge replacement project is not capacity related and no significant traffic increases are anticipated on other roads during the detour.

10. Several residents were concerned about how increased truck traffic would affect the community. One individual asked how increased truck traffic would impact air quality and efforts to clean up the Rouge River.

Response: As stated in the previous response, significant traffic increases are not anticipated as a result of the proposed bridge replacement. Changes in air quality are not expected.

11. A citizen asked if the state is going to start marking specific lanes for turning coming off of Fort Street – off Schaefer on I-75 south.

Response: The area in question is outside the project limits.

12. A citizen expressed concern about truck traffic exiting I-75 north on Schafer causing dangerous traffic situations.

Response: The area in question is outside the project limits.

13. State Representative Tobocman expressed disappointment that other sections of Fort Street are not scheduled for replacement and specifically mentioned the railroad bridge. Representative Tobocman emphasized that expediting the rest of M-85 construction near the bridge to coincide with the bridge project would minimize the impact to the local economy and residents. Representative Tobocman reiterated his concerns in a letter to MDOT.

Response: A jurisdictional transfer of Fort Street (M-85) from the city of Detroit to MDOT was made in 2001. MDOT is currently prioritizing improvements to the Fort Street corridor.

14. A representative for the asphalt terminal indicated that their property is part of the right-of-way take area and that it includes the ingress-egress for truck access to their facility. They are concerned about a potential deceleration lane so trucks do not stick out into the road and about widening the ingress-egress to make it safe and accessible.

Response: MDOT will provide a new driveway off the reconstructed alignment.

15. A representative for the asphalt terminal on the river indicated the need to maintain access to Oakwood Boulevard during construction. Currently, empty trucks come to the terminal via the Fort Street [railroad] bridge but cannot return by the same route after they are loaded because of weight restrictions. The representative wants assurance that access to Oakwood Boulevard will be available during construction so that the trucks will not be landlocked.

Response: Access to Oakwood Boulevard will be maintained during construction.

16. A representative for the asphalt terminal stated that it is critical to maintain the ingress-egress drive. The drive is critical for barge security because access to the river is

necessary any time they are doing barges. The terminal representative would like assurance that adequate access to that back facility would be maintained.

Response: MDOT will coordinate with the appropriate asphalt terminal staff to assure adequate access to the ingress-egress drive.

17. A representative for the asphalt terminal indicated that their engineering staff needs to review the preliminary drawings when they are complete. They want to be involved in the early stages of the project so the project can keep moving along and so they can get a good review of it to make sure everything works.

Response: MDOT will communicate with staff of the asphalt terminal as plans for the proposed bridge replacement are developed.

18. A representative for the asphalt terminal indicated concerns about security while barges are unloading and stated that the barges must not be impeded in any way.

Response: Although the responsibility of securing property rests with the owner, MDOT will maintain communication with the asphalt terminal business to obtain more clarity about security issues. The actual distances from the new bridge to the barges will be determined once the project is further along in design.

19. A citizen indicated a concern that, during the detour, an excessive amount of trucks that are legal will be stopped to be checked causing tie-ups. (Dearborn, Melvindale, River Rouge, and Ecorse all have local weight enforcement officers.) Currently truck traffic goes right down Oakwood right onto the expressway [I-75] and there is not too much of a problem.

Response: The main detour will be I-75. Truck traffic must observe local weight restrictions.

20. A Morton Salt Company representative stated that the salt storage facility would be greatly impacted by the proposed bridge replacement. The project will affect the company's storage capacity and traffic flow. The freighters that unload the salt onto Morton Salt Company's property will not be able to reach as far upstream because they will be restricted by the location of the new bridge. The restrictions on the freighters' ability to unload to the designated storage area reduce the company's ability to hold large quantities of inventory. Morton Salt Company indicated a desire to work together with MDOT to achieve a resolution.

Response: MDOT will coordinate with Morton Salt Company to address their concerns about reductions in storage capacity, impacts to traffic flow, and issues related to the unloading of freighters. Morton Salt Company will receive just compensation for property required for transportation purposes as explained earlier in this document.

2.4 Written Comments: State Representative and Neighborhood City Hall Manager

Representative Tobocman sent a letter to MDOT reiterating the concerns he expressed at the public hearing. Responses to Representative Tobocman's comments are addressed in *Section 2.3 - Comments Received at the Public Hearing* (#7 and #13).

The South Schaefer Neighborhood City Hall manager provided written comments at the public hearing regarding bus transit and emergency services during the detour. The city hall manager's question about bus transit is addressed in *Section 2.3 - Comments Received at the Public Hearing* (#4). His question about emergency services is addressed in *2.2 – Letters from Local Agencies* (#4).

Copies of the written comments are provided in Appendix E.

APPENDIX A

Public Involvement Certification Letter



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

March 14, 2005

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 West Allegan, Room 211
Lansing, Michigan 48901

Dear Mr. Steele:

**Certification of the Public Hearing on the Environmental Assessment and Section
4(f) Evaluation for the Proposed Replacement of
the Fort Street (M-85) Bridge Over the Rouge River,
City of Detroit, Wayne County, Michigan**

This is to certify that a public hearing was held in accordance with Federal and State Public Involvement/Public Hearing Procedures. The hearing was held Tuesday, January 11, 2005, at the Kemeny Center in Detroit, from 3:30 p.m. to 7:30 p.m. Thirty-three people attended, 11 of whom provided court reporter-recorded comments and one provided written comments. Additionally, during the comment period the study team received three e-mails from maritime interests and a fire department, one letter from a state representative, six letters from resource agencies, and one letter from an advocacy group. Study team members also met with ten local residents and business owners during a follow-up meeting held at the Kemeny Center on February 3, 2005.

Legal notices announcing the hearing were placed in the Wednesday, December 22, 2004, Detroit Zone issues of the *Detroit News* and *Detroit Free Press*, the Sunday, December 26, 2004, issue of the *News Herald North Zone*, and the Saturday, December 25, 2004, issue of the *Latino Press*. A copy of the notice is included in the "Legal Notice/Informational Bulletin" tab of this document. As mentioned in the notice, the official record was held open to include comments postmarked on or before February 11, 2005.

The transcript from the hearing and the comments received are enclosed for your review and record.

Sincerely,


Susan P. Mortel, Director
Bureau of Transportation Planning

Enclosures
PPD:ENV:RP:ad
cc: David Wresinski
Margaret Barondess
Bob Parsons

APPENDIX B

Memorandum of Agreement between the Federal Highway Administration and the Michigan State Historic Preservation Office regarding the Replacement of the M-85 / Fort Street Bascule Bridge



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

April 18, 2005

LLOYD BALDWIN
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-00-571 Memorandum of Agreement for the Replacement of the M-85/Fort Street
Bascule Bridge, City of Detroit, Wayne County (FHWA)

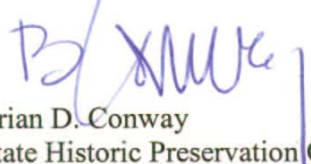
Dear Mr. Baldwin:

Under the authority of Section 106 of the National Historic Preservation Act of 1966 as amended, we have reviewed the case study detailing the prudent and feasible alternatives for the above-referenced project. We accept the need for this project, and the proposed mitigation measures. We have signed the enclosed Memorandum of Agreement.

Please forward the agreement on to the additional signatories. Once signed, the agreement must be filed with the Advisory Council for Historic Preservation, 1100 Pennsylvania Avenue, NW, Suite 809, Washington D.C. 20004, in order to complete the Section 106 consultation process.

If you have any questions, please contact Martha MacFarlane-Faes, Environmental Review Coordinator, at (517) 335-2721. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for your cooperation.

Sincerely,


Brian D. Conway
State Historic Preservation Officer

BDC:MMF

Enclosure

copy: Advisory Council on Historic Preservation
Abdelmoez Abdalla, FHWA

**MEMORANDUM OF AGREEMENT BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MICHIGAN STATE HISTORIC PRESERVATION OFFICE
REGARDING
THE REPLACEMENT OF THE M-85 / FORT STREET BASCULE BRIDGE,
CITY OF DETROIT, WAYNE COUNTY, MICHIGAN
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(b)(1)**

WHEREAS, the Federal Highway Administration (FHWA) of the U.S. Department of Transportation has determined that the proposed replacement of the M-85 / Fort Street Bascule Bridge, City of Detroit, Wayne County, Michigan (Bridge) will pose an adverse effect upon this Bridge, which appears to meet the criteria for listing in the National Register of Historic Places and has consulted with the Michigan State Historic Preservation Office (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) (the Act); and

WHEREAS, The Michigan Department of Transportation (MDOT) participated in the consultation and has been invited to concur in this Memorandum of Agreement (MOA);

NOW, THEREFORE, FHWA and SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic properties.

STIPULATIONS

FHWA shall ensure that the following measures are carried out in a phased process. Phase I mitigation must be completed prior to the removal of the Bridge. Phase II may occur within the specified timeframes noted herein.

I. PHASE I MITIGATION (to complete prior to the removal of the Bridge)

A. Recordation

1. The Bridge shall be recorded so that there is a permanent record of its existence. MDOT shall prepare photographic documentation and a historical overview of the Bridge according to the SHPO *Documentation Guidelines* attached hereto as **Attachment A**. Unless otherwise agreed to by the SHPO, MDOT shall ensure that all documentation is completed and accepted by the SHPO for deposit in the State Archives of Michigan prior to the commencement of any demolition or construction activity concerning the Bridge. MDOT will provide additional original copies of the recordation package to appropriate local repositories designated by the SHPO.
2. MDOT shall include as part of the recordation package original or archival –quality copies of historic bridge plans and historic photographs; additionally, electronic versions of these historic plans and photographs will be submitted.
3. Video Recordation will be performed at the same time as Stipulation I.A.1 and will provide a permanent record of exterior and interior spaces and of the bridge in operation. Distribution of the videotape will follow Stipulation I.A.1.

B. Retention of the Operator's House and Associated Structures and Equipment

1. The existing historic operator's house, pier/mechanical housing and a portion of the bridge approach shall be retained.
2. A fender system, meeting the current standards of the American Association of State Highway Transportation Officials (AASHTO) shall be incorporated into the retained pier.
3. Operating equipment within the operator's house and pier/mechanical housing shall be removed. The pier/mechanical housing area will be backfilled. The operator's house, equipment areas and pits shall be photographed and videotaped prior to removal in accordance with Stipulation I.A.
4. Prior to the demolition of the Bridge, MDOT, in consultation with the SHPO, shall develop a plan for removing, retaining and disposing of Operating Equipment. As part of this plan, MDOT and the SHPO shall evaluate the Operating Equipment for salvage viability and historic significance. Equipment that is determined to be salvageable and/or have historic significance will be tagged, clearly indicated on plans, and removed carefully. Items identified for retention will be stored in a secure manner until appropriate disposition can be determined. The plan for Operating Equipment may be amended to the MOA per Stipulation III.A.
5. Any retained structures shall be rehabilitated following the Secretary of the Interior *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (National Park Service, 1990) (*Standards*). MDOT shall develop a rehabilitation and maintenance plan for the structures in cooperation with the FHWA, SHPO, and MDOT.

II. PHASE II MITIGATION

A. Design of New Bridge

1. The replacement structure will be a two-leaf bascule bridge; the design shall be architecturally appropriate and context sensitive.
2. Prior to completing the design for the new bridge, a minimum of three public forums will be held to allow public input on bridge aesthetics. FHWA and MDOT shall review the results of these forums and shall incorporate, where practicable, any comments or suggestions from the public into the bridge design.
3. FHWA and MDOT shall consult with the SHPO, Wayne County, the City of Detroit, and other interested parties and provide them with the opportunity to review and comment on the architectural plans for the replacement bridge. Interested parties include other affected federal, state, and local agencies, community businesses and citizen organizations, and private citizens. The interested parties will continue to be identified and recognized throughout the bridge design and implementation phase.

B. Interpretive Site

Within one year of replacing the Bridge, if not earlier, MDOT shall consider the feasibility of developing an Interpretive Site for the interpretation of the Bridge and its surrounding area.

MDOT shall consider the following factors in determining feasibility and development of the Interpretive Site:

1. Consultation

- a. MDOT shall seek partners to assist in the development of and long-term viability of the Interpretive Site. Such partners shall include the Consulting Parties for this MOA, Wayne County, the City of Detroit, and other interested parties.

2. Site Considerations

- a. The Interpretive Site shall incorporate the historic operator's house, pier/mechanical housing and a portion of the bridge approach which shall have been retained in accordance with Stipulation I.B.
- b. Boundaries for the Interpretive Site shall be within existing MDOT right-of-way.

3. Site Design and Interpretation Considerations

- a. Design and Interpretive Function of the Interpretive Site shall be a collaborative effort and shall include the parties named in Stipulation II.B.1 and the general public.
- b. The public component of the design process will be handled in conjunction with the public forums described in Stipulation II.A.2.
- c. Interpretive functions will include opportunities for permanent and changeable interpretive exhibits. The site shall attempt to accommodate a river overlook and other amenities.
- d. The site design shall be consistent with the *Standards* and shall meet the overall design intent for the *Rouge River Gateway Master Plan* and *GreenWays Initiative*. See:

<http://www.rougeriver.com/geninfo/gateway.html>

http://greenways.cfsem.org/projects/projects_reader.php?pid=Rouge_River_Gateway_Corridor.txt

http://greenways.cfsem.org/grantees/grantees_reader.php?pid=Southwest_Detroit_Business_Association.txt

4. Long-Term Ownership, Management and Maintenance of Interpretive Site Considerations

- a. MDOT intends to retain ownership of the Interpretive Site but will consider turning over ownership to another agency if such an arrangement will better serve the mission of the Interpretive Site. If ownership is transferred, MDOT must include provisions for the long-term management and maintenance of the Interpretive Site by another entity.
- b. Management and maintenance of the Interpretive Site may be contracted to another agency as part of an operating and maintenance agreement for the replacement M-85/Fort Street Bascule Bridge.

- c. MDOT will establish a fund for the maintenance and development of the Interpretive Site and will contribute an amount, yet to be determined, as seed money for the fund. MDOT shall develop guidelines for contributing to and drawing from the fund.
- d. In consultation with the FHWA and SHPO, MDOT shall develop a long-term Management and Maintenance Plan for the Interpretive Site

III. GENERAL CONSIDERATIONS

A. Amendment

1. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.6(c)(7) to consider such an amendment.
2. In the event that any portion of Phase II Mitigation (Stipulation II) is found to be infeasible, the parties to this MOA shall consult to consider appropriate alternative mitigation.
3. Any additional or alternative actions considered pursuant to this agreement shall be subject to implementation by amending this MOA in accordance with this section.

B. Dispute Resolution

Should the SHPO or MDOT object within 30 (thirty) days to any actions proposed pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council). Within 45 (forty-five) days after receipt of all pertinent documentation, the Council will either:

1. Provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
2. Notify the FHWA that it will comment pursuant to 36 CFR 800.7(c) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

C. Termination

1. If the FHWA determines that it cannot implement the terms of this MOA, or if the SHPO determines that the MOA is not being properly implemented, the FHWA or the SHPO may propose to the other parties to this MOA that it be terminated.
2. The party proposing to terminate this MOA shall so notify all parties to this MOA explaining the reasons for termination and affording at least sixty (60) days to consult and seek alternatives to termination. The parties shall then consult.
3. Should such consultation fail, the FHWA or the SHPO may terminate the MOA by so notifying all parties.

4. Should this MOA be terminated, the FHWA shall either:
- a. Consult in accordance with 36 CFR § 800.6 to develop a new MOA; or
 - b. Request the comments of the Council pursuant to 36 CFR § 800.7.

Execution and implementation of this MOA and its submission to the Council evidences that FHWA has afforded the Council a reasonable opportunity to comment on the project and that the FHWA has taken into account the effects of the project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: James J. Steele
James J. Steele, Division Administrator

Date: 5/11/05

MICHIGAN STATE HISTORIC PRESERVATION OFFICER

By: Brian D. Conway
Brian D. Conway, State Historic Preservation Officer

Date: 4/18/05

Concur:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: Susan Mortel
Susan Mortel, Deputy Director, Bureau of Transportation Planning

Date: 5/9/05

APPENDIX C

Project Mitigation “Green Sheet”

Environmental Assessment

Programmatic Section 4(f) Evaluation

M-85 (Fort Street) Bascule Bridge Replacement Over the Rouge River in the City of Detroit Wayne County, Michigan

Project Mitigation Summary “Green Sheet” For the Recommended Alternative

I. Social and Economic Environment

- a. *Emergency Service Access* – This project would require a two year detour route and MDOT has been coordinating with the city of Detroit. As part of the coordination effort, MDOT proposes to provide funding to hire additional police officers to respond to emergencies on both sides of the bridge during the time the detour is in effect. MDOT will also coordinate with the Detroit Department of Transportation and Detroit School District regarding route changes during project construction.
- b. *Public Transportation* – During construction, bus service for area residents will be maintained on local roads. MDOT will coordinate with the Detroit Department of Transportation (DDOT) and other transit providers to accommodate users.
- c. *Pedestrian/Bicyclists* – During construction, non-motorized users will have to use the Dix Avenue Bridge located three-quarters of a mile northwest of Fort Street to cross the Rouge River. The new Fort Street bridge will accommodate both pedestrians and bicyclists on 8 foot wide sidewalks on both sides of the structure. The sidewalks will be separated from vehicle traffic by a barrier. This project is compatible with the Rouge River Gateway Master Plan which proposes a public multi-modal pathway for the entire length of the gateway.
- d. *Aesthetic/Visual* – The project will provide improved visual quality through architecturally appropriate bridge design as well as the development of an interpretive site in accordance with the Memorandum of Agreement between MDOT, FHWA and the State Historic Preservation Office.

II. Natural Environment

- a. *River Crossing* – The new bascule bridge will increase the existing 118 foot navigation channel to at least 135 feet to meet current U.S. Coast Guard requirements. Since a detour route will be used, the existing bridge will be closed to vehicle traffic but open for navigation during the construction of the new bascule bridge.
- b. *Floodplains* – Mitigation will include removal of the existing south abutment and approach road.
- c. *Water Quality* – Strict soil erosion and sedimentation controls will be implemented on this project. Any catch basin inlets will be protected.

III. Cultural Environment (Memorandum of Agreement Mitigation)

- a. *Historic Bridge* – The MDOT Environmental Section will coordinate a complete photo, video, and archival documentation prior to the removal of the existing historic bridge and construction of the new bridge.
- b. *Historic Landmark* – All efforts will be made to save the existing bascule bridge operator's house and incorporate it into an interpretive site within MDOT right of way adjacent to the existing M-85 structure. The historical marker on the existing bridge will also be relocated to the interpretive site. The site would explain the historic nature of the bridge as well as the development of the local labor movement, local transportation development, and regional ethnicity, among other potential themes.
- c. *Consultation* – The SHPO will be consulted through the design phase and will review and comment on the bridge design.

IV. Hazardous/Contaminated Materials

- a. *Preliminary Site Investigation (PSI)* – A PSI was conducted and both soil and groundwater samples were found to exceed the groundwater-surface water interface protection criteria and/or direct contact criteria. All areas of contamination will be marked on the design plans.
- b. *Contaminated Soil (PSI)* – The soil on the west side of the bridge where the pavement will be removed will be tested for contamination. Any contaminated soil that must be disposed of off-site will be tested and transported to a proper facility that will accept these wastes. Contaminated soils that are excavated during construction activities shall not be relocated to a different area within the construction site.

- c. *Dewatering Operations* – Pumped water will not be discharged into storm drains or surface water discharge points without testing and/or treatment.
- d. *River Sediment Contamination* – Rouge River bottom sediments will be excavated for construction of the new bridge piers and electrical cable installation. Additional sediment testing will occur prior to construction to determine the proper disposal methods to be used.
- e. *Utility Trenching* – A sub-surface utility plan will be prepared to ensure that no deep utility cuts will impact any contaminated areas. Any utility cuts in contaminated areas will be reviewed to ensure proper excavation and backfill methods.
- f. *Contamination Exposure* – A Worker Health and Safety Plan will be prepared prior to construction to reduce dermal exposure and address direct contact issues.

V. Construction

- a. *Construction Access Pads or Work Areas* – No stone access pads in the river are expected to be required. The temporary use of a barge in the river may be required for construction of the new bridge or removal of the existing bridge. Navigation will be maintained during construction and this project will comply with all navigation requirements of the U.S. Coast Guard.
- b. *Construction Permits* – Permits from the MDEQ, U.S. Army Corps of Engineers, and the U.S. Coast Guard are required for this project.
- c. *Time Restrictions* – Based on the most current available data, no work in the Rouge River will be allowed between March 1 and May 31 to protect fish spawning activity. Work may occur within cofferdams if they are installed prior to the protection date.
- d. *Existing Utility Tunnels* – Care will be taken to protect the existing brick utility tunnels under the existing structure during removal operations.
- e. *Noise and Vibration* – Construction noise will be minimized by measures such as requiring that construction equipment have mufflers, that portable compressors meet federal noise-level standards for that equipment, and that all portable equipment be placed away from or shielded from sensitive noise receptors. Where pavement must be fractured or structures must be removed, care will be taken to prevent vibration damage to adjacent structures. In areas where construction-related vibration is anticipated, basement surveys will be conducted before construction begins to document any damage caused by highway construction.

This Project Mitigation Summary “Green Sheet” contains project specific mitigation measures being considered at this time. These mitigation items may be modified during the final design, right-of-way acquisition, or construction phases of this project.

APPENDIX D

Letters from Federal, State, and Local Agencies

U.S. Department of
Homeland Security

United States
Coast Guard

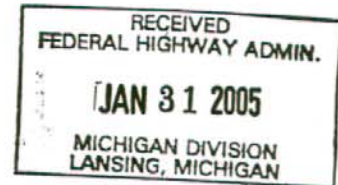


Commander (obr)
Ninth Coast Guard District
1240 E. Ninth Street, Room 2019
Cleveland, OH 44199-2060

Phone: (216) 902-6084
FAX: (216) 902-6088

16590
B-008/rwb
27 January 2005

Mr. Abdelmoez A. Abdalla
Environmental Program Manager
Federal Highway Administration
315 West Allegan Street, Room 201
Lansing, Michigan 48933



Dear Mr. Abdalla:

This refers to the Environmental Assessment/Programmatic Section 4(f) Evaluation for the proposal to replace the Fort Street Bascule Bridge across the Rouge River, Detroit, Michigan.

We have reviewed the documents and have no objections. The clearances depicted as minimum between the faces of any fendering system will meet the needs of navigation and the crossing location will not impose any undue hardship on vessel traffic.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert W. Bloom, Jr." with a stylized flourish at the end.

ROBERT W. BLOOM, JR.
Chief, Bridge Branch
By direction of Commander,
Ninth Coast Guard District



DEPARTMENT OF THE ARMY

DETROIT DISTRICT, CORPS OF ENGINEERS

BOX 1027

DETROIT, MICHIGAN 48231-1027

January 11, 2005

IN REPLY REFER TO

Engineering & Technical Services
Regulatory Office
File No. 98-009-004-1

Margaret Barondess
Michigan Department of Transportation
P.O.Box 30050
Lansing, Michigan 48909

Dear Ms. Barondess:

This is in response to your letter dated December 21, 2004, where you request that we review and provide comments to your environmental assessment and Programmatic Section 4(f) Evaluation for the proposed bridge (Bascule Bridge) replacement in the Rouge River, located at Fort Street (M-85), Wayne County, Detroit, Michigan.

We have reviewed your environmental assessment and Programmatic Section 4(f) Evaluation. We have no comments. However, regarding statements made in Section 2.20 (under permits required), we have the following comments. The Corps of Engineers have been given authority to regulate certain activities under two Federal laws, Section 10 of the 1899 Rivers and Harbors Act (Section 10) and Section 404 of the 1977 Clean Water Act (Section 404). Under our Section 10 authority, a Corps permit is normally required for any structures or work occurring in navigable waters of the United States (such as the River Rouge). However, since U.S. Coast Guard will exercise their authority under Section 9 of the Rivers and Harbor Act, we will not exercise our Section 10 authority over the construction of the bridge itself. We will however exercise our Section 404 authority and regulate any discharges of dredged or fill material into waters of the United States, which are associated with the construction of this bridge (i.e. placement of bridge abutments). Our area of jurisdiction includes all discharges waterward of the existing bank contour of 575.2' (IGLD 85). In order for us to perform a complete evaluation of impacts, we would need plans specifically outlining all discharge footprint areas.

This concludes our comments for the above-mentioned work. We appreciate the opportunity to provide these comments. Should you have any questions, please contact Gina Nathan at the above address or telephone (313) 226-5383. Please refer to File Number: 98-009-004-1.

Sincerely,

A handwritten signature in black ink, appearing to read "John Konik". The signature is fluid and cursive, with the first name "John" and last name "Konik" clearly distinguishable.

John Konik
Chief, Regulatory Office
Engineering & Technical Services

Enclosures



Preserving America's Heritage



March 10, 2005

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 West Allegan Street, Room 201
Lansing, MI 48933

REF: Proposed Replacement of Fort Street Bascule Bridge
Detroit, Wayne County, Michigan

Dear Mr. Steele:

On March 4, 2005, the ACHP received your notification and supporting documentation regarding the adverse effects of the referenced project on this property which is listed on the National Register of Historic Places. Based upon the information you provided, we do not believe that our participation in consultation to resolve adverse effects is needed. However, should circumstances change and you determine that our participation is required, please notify us. Pursuant to 36 CFR 800.6(b)(iv), you will need to file the final Memorandum of Agreement and related documentation at the conclusion of the consultation process. The filing of the Agreement with us is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. Also, we wish to inform you of some recent office-wide initiatives. The ACHP is moving towards transmitting correspondence electronically. In order for us to correspond with you electronically, please include an email address in all future correspondence. Furthermore, our new 2005 Section 106 training season is underway. The enclosed flyer lists training location and dates. You can also register on-line through our web-site at www.achp.gov. If you have any questions or require further assistance, feel free to contact Carol Legard at 202-606-8503.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



ER 05/34

MAR 11 2005



Mr. James J. Steele
Division Administrator
Federal Highway Administration
Federal Building, Room 207
315 West Allegan Street
Lansing, Michigan 48933-1528

Dear Mr. Steele:

As requested, the Department of the Interior (Department) has reviewed the Draft Environmental Assessment and Programmatic 4(f) Evaluation for **Replacement of Fort Street (M-85) Bascule Bridge** over the Rouge River, City of Detroit, Wayne County, Michigan.

The Department would concur with the Federal Highway Administration (FHWA) there appears to be no feasible or prudent alternative to the proposed project, if built as proposed, which would result in the loss of the eligible section 4(f) property, the Fort Street Bascule Bridge over the Rouge River. The Department would also concur that all measures to minimize harm to the property have been employed, under the condition the mitigation proposed in the draft memorandum of agreement (MOA) is agreed to by the Michigan State Historic Preservation Officer. A copy of the signed MOA should be attached to the final evaluation.

The Department has no objection to section 4(f) approval of this project, under the conditions discussed above. However, we note the discussion of the avoidance alternatives provides little support for the lack of suitable alternative locations for a replacement bridge. In the future, we would prefer to see evaluations that provide more support for determinations.

The Department has a continuing interest in working with the FHWA to ensure impacts to resources of concern to the Department are adequately addressed. For matters related to section 4(f), please contact Regional Environmental Coordinator, Nick Chevance, National Park Service, Midwest Regional Office, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1844.

Mr. James J. Steele

2

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink that reads "Willie R. Taylor". The signature is written in a cursive style with a large, stylized "W" and "T".

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

February 28, 2005

LLOYD BALDWIN
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER-00-571 Replacement of US-25 (Fort Street) Bridge over the River Rouge, Detroit,
Wayne County (FHWA)

Dear Mr. Baldwin:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed and accept the Environmental Assessment (EA) for the above-cited undertaking at the location noted above. Please forward an electronic copy of the draft Memorandum of Agreement (MOA) so that we may make comments and/or changes in it directly.

The State Historic Preservation Office (SHPO) is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Martha MacFarlane Faes, Environmental Review Coordinator, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Martha MacFarlane Faes
Environmental Review Coordinator

for Brian D. Conway
State Historic Preservation Officer

MMF:bgg

STATE HISTORIC PRESERVATION OFFICE, MICHIGAN HISTORICAL CENTER
702 WEST KALAMAZOO STREET • P.O. BOX 30740 • LANSING, MICHIGAN 48909-8240
(517) 373-1630
www.michigan.gov/hal



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JAN 18 2005

REPLY TO THE ATTENTION OF:
B-19J

Mr. Michael O'Malley
Michigan Department of Transportation
Murray D. Van Wagoner Building
P.O. Box 30050
Lansing, Michigan 48909

Re: Environmental Assessment/Programmatic Section 4(f) Evaluation for the Proposed Replacement of the Fort Street (M-85) Bascule Bridge over the Rouge River in the city of Detroit, Wayne County, Michigan

Dear Mr. O'Malley:

The NEPA Implementation Section has received the document listed above. Under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act; U.S. EPA reviews and comments on major federal actions. Typically, these reviews focus on Environmental Impact Statements, but we also have the discretion to review and comment on other environmental documents prepared under NEPA if interest and resources permit.

The document was given a cursory review, and we determined that there were no significant concerns meriting comment.

We reserve the right to reconsider undertaking a review at future planning stages, or if significant new data on the project is made available by the sponsoring agency or other interested parties. Thank you for providing information on the project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kenneth A. Westlake".

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems, and Communities



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

February 1, 2005

Mr. Michael O'Malley, Acting Manager
Environmental Section
Project Planning Division
Michigan Department of Transportation
P. O. Box 30050
Lansing, Michigan 48909

Dear Mr. O'Malley:

SUBJECT: Environmental Assessment – Programmatic Section 4(f) Evaluation
Fort Street (M-85) Bascule Bridge, Rouge River, City of Detroit, Wayne County

We have reviewed the Environmental Assessment (EA) for the proposed Fort Street (M-85) Bascule Bridge replacement over the Rouge River in the City of Detroit, Wayne County and do not object to the issuance of a Finding of No Significant Impact (FONSI) by the Federal Highway Administration.

The primary purpose of the proposed project is to correct the deficiencies and deterioration of the bascule bridge. The secondary purpose is to establish a traffic flow preference for M-85. The following alternatives were presented:

- 1) No action
- 2) Alternative A- replacement on existing alignment
- 3) Alternative B- replacement on a 13 degree skewed alignment
- 4) Alternative C- replacement on a 5 degree skewed alignment
- 5) Alternative D- rehabilitation of the existing bridge
- 6) Alternative E- Building at a new location
- 7) Alternative F- relocation of the bridge to a new site

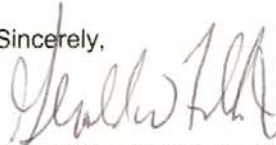
The EA indicates that alternative B is the preferred alternative and that it will result in a detour of up to 2 years. We have the following comments:

- It is not clear why both alternative A on existing alignment and Alternative B off alignment require the same detour of up to 2 years (page 9, section 1.2.2 and 1.2.3)
- Page 29- Post construction impacts states that the new bridge structure will have an open grate bridge deck allowing for direct runoff from the bridge to the river. The Department of Environmental Quality encourages the Michigan Department of Transportation to evaluate alternative to capture and treat this runoff before entering directly into the river.

- As indicated in the EA on page 33, proper testing and disposal of any contaminated sediments will be required. If any dredging occurs within the river the use of a sealed clamshell bucket shall be evaluated to minimize the loss of sediment. The permit application should also indicate the method of construction if utility lines are located in the river.
- As part of the hydraulic evaluation, appendix D, MDOT may need to analyze the impacts of both structures if they are in place at the same time. If the existing structure is removed before the construction on the new structure starts then this scenario will not have to be modeled.

If you have any questions please contact Mr. Alex Sanchez of our office at 517-335-3473 or you may contact me.

Sincerely,



Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Unit
Land and Water Management Division
517-335-3172

cc: Mr. Abdel Abdella, U.S. Federal Highway Administration
Ms. Sherry Kamke, U.S. Environmental Protection Agency
Mr. Craig Czarnecki, U.S. Fish and Wildlife Service
Mr. John Konik, U.S. Army Corps of Engineers
Ms. Mary Vanderlaan, MDEQ
Mr. Tom Graf, MDEQ
Mr. Alex Sanchez, MDEQ



CITY OF DETROIT
HISTORIC DISTRICT COMMISSION

65 CADILLAC SQ., SUITE 1300
DETROIT, MICHIGAN 48226
PHONE 313-224-6536
FAX 313-224-1310

February 3, 2005

Michael O'Malley, Acting Manager
Environmental Section
Project Planning Division
MDOT
PO BOX 30050
Lansing, Michigan 48909

RE: Fort Street bascule bridge replacement, EA Review, Detroit

Dear Mr. O'Malley:

On behalf of the Detroit Historic District Commission ("Commission") I have reviewed the environmental assessment for replacement of the Fort Street bascule bridge in Detroit.

The reasoning to replace the bridge, and selection of preferred alternative B appear to be reasonable. The proposed measures to mitigate the adverse effects on replacing the bridge are unique and show a commitment to Detroit's historic resources.

The Commission supports the retention of the operator's house and related bridge features as proposed in order to showcase the unique engineering of the bridge and the important automotive labor history that took place at this location. The proposal fits well with the efforts of the Automobile National Heritage Area.

Thank you for this opportunity to comment. I can be reached at 313-224-6536 if you have any questions.

Sincerely,

Kristine M. Kidorf
Staff

Detroit Historic District Commission

KWAME M. KILPATRICK, MAYOR

SEMCOG . . . Local Governments Advancing Southeast Michigan

Southeast Michigan Council of Governments • 535 Griswold Street, Suite 300 • Detroit, Michigan 48226-3602 • 313-961-4266 • Fax 313-961-4869

February 4, 2005

www.semcog.org

Michael O'Malley, Acting Manager
MDOT Project Planning Division
Environmental Section
P O Box 30050
Lansing, Michigan 48909

RE: U.S. Department of Transportation/FHWA Highway Planning & Construction Environmental Assessment/Programmatic Section 4(f) Evaluation for Replacement of Fort Street (M-85) Bascule Bridge, City of Detroit, Wayne County
Regional Clearinghouse Code: TR 040376

Dear Mr. O'Malley:

SEMCOG, the Southeast Michigan Council of Governments, has processed a review for the above Environmental Assessment/Section 4(f) Evaluation according to environmental review procedures established by the U.S. Department of Transportation under the National Environmental Policy Act.

As the designated Metropolitan Planning Organization and regional planning agency for Southeast Michigan, we notified the following local government agencies of your project and requested comments:

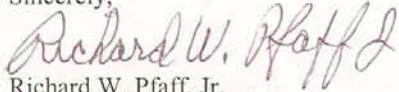
Wayne County Planning Division
Detroit Planning & Development Department

As of this date, no comments have been received. We will forward comments, if any, for your information and attention.

SEMCOG's Transportation and Environmental Planning staff have reviewed the Environmental Assessment /Section 4(f) Evaluation which you submitted and offer the attached suggestions to ensure that it is consistent with the Regional Transportation Plan and FY 2004-2006 Transportation Improvement Program, as well as comments regarding storm water runoff and contaminated sites [see attached staff memos, J. Tumidanski and W. Parkus].

Thank you for the opportunity to comment. If further explanation or discussion is needed, please contact Jeff Tumidanski of SEMCOG's Transportation planning staff.

Sincerely,



Richard W. Pfaff, Jr.
Regional Review Coordinator

RWP/bar

Attachment(s)

Joan Flynn
Chairperson
Vice Chairperson,
Macomb County
Board of Commissioners

Gregory Pitoniak
First Vice Chairperson
Mayor
City of Taylor

Mary Blackmon
Vice Chairperson
Member, Wayne County
Regional Education
Service Agency

John F. Jones
Vice Chairperson
Supervisor,
Ira Township

Chuck Moss
Vice Chairperson
Commissioner,
Oakland County

William T. Roberts
Vice Chairperson
Mayor,
City of Walled Lake

Maryann Mahaffey
Immediate Past Chair
Council President,
City of Detroit

Paul E. Tait
Executive Director
Recycled paper

February 3, 2005

TO: Rich Pfaff, Jr.

FROM: Bill Parkus

SUBJECT: Environmental Assessment Section 4(f) Evaluation, Replacement of Fort Street
(M-85) Bascule Bridge, City of Detroit
Regional Clearinghouse Code: TR 040376
Michigan Department of Transportation

Background

The Michigan Department of Transportation is proposing the replacement of the Fort Street Bascule Bridge. Staff has reviewed the Environmental Assessment for consistency with the *Water Quality Management Plan for Southeast Michigan*.

This project is consistent with the *Water Quality Management Plan for Southeast Michigan*. However, the design of the bridge should minimize drainage of bridge deck discharge directly into the Rouge River. The bridge deck design should include, to the extent possible, catch basins and storm drains within the impervious deck sections. Storm drains should transport the storm water off the bridge then directed overland, filtered by vegetation before being discharged into the river.

The Rouge River should be protected to the extent possible from sedimentation caused by bridge construction along the bank. Thus, compliance with and a permit under Part 91 (Soil Erosion and Sedimentation Control) of PA 451 of 1994, the Natural Resources and Environmental Protection Act, may be required.

Three sites of environmental contamination were identified within the project construction area with elevated levels of heavy metals, arsenic, fluoranthene and phenoanthrene in soil and groundwater samples. These sites will be mitigated. Dewatering may be required because of construction work below the water table. The ground water will be tested to determine the appropriate form of disposal. If necessary it will be treated before being discharged or disposed of in a treatment facility.

SEMCOG

MEMO

Southeast Michigan Council of Governments
535 Griswold Street, Suite 300
Detroit, Michigan 48226
(313) 961-4266
Fax (313) 961-4869
www.semcog.org

February 3, 2005

TO: Richard W. Pfaff, Jr., Regional Review Coordinator

FROM: Jeffrey J Tumidanski, Transportation Planner

SUBJECT: Replacement of Fort Street Bascule Bridge
TR 040376

The Michigan Department of Transportation (MDOT) is proposing to replace the Fort Street Bascule Bridge over the Rouge River in the City of Detroit. Staff reviewed the Environmental Assessment for consistency with the 2030 Regional Transportation Plan (RTP), the 2004-2006 Transportation Improvement Program (TIP), and general transportation planning guidelines. The following comments are a result of this review.

This project is consistent with the 2030 RTP and is found specifically in the project listing as scheduled for between 2006-2010. The document refers to the project being included in the State TIP for 2004 on page 32. However, this project does not appear in the regional TIP. Because the State TIP must reflect the regional TIP, the statement regarding the project being in the State TIP should be reviewed. The project would also most likely be considered exempt from the air-quality conformity analysis as it will not add capacity. In addition, besides being non-attainment for carbon monoxide, the area is non-attainment for particulate matter (PM 2.5).

The last paragraph on page 37 mentions that Wayne County Road Commission will provide routine maintenance. Wayne County has no road commission. That function is served by Wayne County's Department of Public Service.

The project mitigation summary mentions MDOT will coordinate bus service with the Detroit Department of Transportation (DDOT). The Suburban Mobility Authority for Regional Transportation (SMART) also runs regularly scheduled line-haul service on this roadway (routes 125 & 150).

March 14, 2005

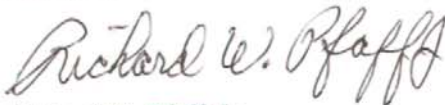
Michael O'Malley, Acting Manager
MDOT Project Planning Division
Environmental Section
P O Box 30050
Lansing, Michigan 48909

RE: U.S. Department of Transportation/FHWA Highway Planning & Construction
Environmental Assessment/Programmatic Section 4(f) Evaluation for Replacement of
Fort Street (M-85) Bascule Bridge, City of Detroit, Wayne County
Regional Clearinghouse Code: TR 040376

Dear Mr. O'Malley:

We are forwarding the attached comments for your information and attention regarding the above
Environmental Assessment/Programmatic Section 4(f) Evaluation.

Sincerely,



Richard W. Pfaff, Jr.
Regional Review Coordinator

RWP/bar

Enclosure

cc: Detroit Planning & Development Dept.

Joan Flynn
Chairperson
Vice Chairperson,
Macomb County
Board of Commissioners

Gregory Pitoniak
First Vice Chairperson
Mayor
City of Taylor

Mary Blackmon
Vice Chairperson
Member, Wayne County
Regional Education
Service Agency

John F. Jones
Vice Chairperson
Supervisor,
Ira Township

Chuck Moss
Vice Chairperson
Commissioner,
Oakland County

William T. Roberts
Vice Chairperson
Mayor,
City of Walled Lake

Maryann Mahaffey
Immediate Past Chair
Council President,
City of Detroit

Paul E. Tait
Executive Director
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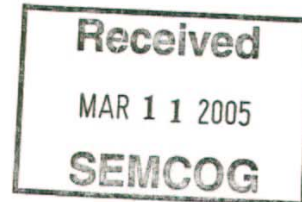


CITY OF DETROIT
PLANNING & DEVELOPMENT DEPARTMENT

2300 CADILLAC TOWER
DETROIT, MICHIGAN 48226
PHONE 313•224•6380
FAX 313•224•1629
WWW.CI.DETROIT.MI.US

March 8, 2005

Mr. Richard W. Pfaff, Jr., Coordinator
Region Review Office
Southeast Michigan Council of Governments
535 Griswold, Suite 300
Detroit, Michigan 48226



RE: Intergovernmental Review:

-Regional Clearinghouse Code
-State Clearinghouse Code

TR 040376


Applicant/Sponsor: MDOT Planning Division/Environmental Section

**Project/Program: Environmental Assessment/Section 4 (F) Evaluation,
Replacement of Fort Street (M-85) Bascule bridge, City of
Detroit**

Dear Mr. Pfaff:

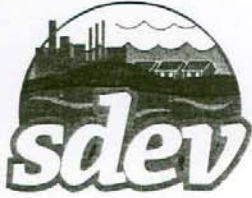
The City of Detroit Planning and Development Department has reviewed the above referenced project. The Planning and Development Department supports this program.

Sincerely,


George Dunbar
Interim Executive Manager
Planning Division

GD:TK:dmm

KWAME M. KILPATRICK, MAYOR



Southwest Detroit Environmental Vision

*P.O. Box 9400
Detroit, MI 48209*

Phone: (313) 842-1961
FAX: (313) 842-2158
Email: swdev@flash.net

Robert H. Parsons, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
PO Box 30050
Lansing, MI 48909

January 25, 2005

Dear Mr. Parsons,

I am writing to submit public comments regarding the Proposed Replacement of the Fort Street (M-86) Bascule Bridge Over the Rouge River.

Our organization, Southwest Detroit Environmental Vision works to improve economic and environmental conditions in Southwest Detroit. This includes the area of the Fort Street Bascule Bridge. The main focus of our work there has been to address issues of blight, especially illegal dumping and graffiti. Our partners have included residents in the Oakwood Heights neighborhood and also businesses that line Oakwood Boulevard and/or are part of the Oakwood Heights Business Association.

There are several concerns we have with your preferred Alternative B. First we are concerned about economic impacts to the area that include the following if the drawbridge is closed for the anticipated two year period:

- 1) Morton Salt Company loss of property – they are a viable, environmentally friendly business in our area and need the use of their entire existing property for storage. This would be a long-term loss for them.
- 2) Gonella's Foods, Oakwood Liquor and Convenience Store, Giovanni's, El Palamino – All of these establishments meet a need not only for the neighborhood, but some are known across the city for the subs, pizza, fine Italian food and Mexican fare that they provide. Without traffic flowing down Oakwood, these businesses will suffer greatly, and again, we cannot afford to have more abandoned buildings, which lead to more dumping, and fewer services in the area. El Palamino is a relatively new restaurant and so is already struggling for clientele.

At a minimum, there should be temporary signs at all detours and a permanent one placed at the bridge for the right turn onto Oakwood providing a list of the places to eat, if Alternative B is selected. There are also a couple of bars along Oakwood that would appreciate the same signage. Another important consideration should be on which side of the bridge you place your headquarters during construction. We are hoping you will

select the west side of the bridge where all these eating establishments are located. This would serve to replace some of their lost business due to a detour.

Other concerns relate to environmental impact. We are happy to see that the design of the bridge will be consistent with it being part of any future bike/pedestrian route connecting with the Rouge River Gateway Project.

We would also like to make a comment about waterfowl and other wildlife in the area. There are several city-owned vacant lots that we have been developing along the old oxbow of the Rouge River which is between Fordson Island and a city of Detroit residential area in Oakwood Heights (on Powell after it turns left and deadends at the old Detroit Lime Company concrete wall. This is about five blocks from the bridge. There we have met yearly with residents and other volunteers to create a mini nature park, complete with steps to the river, birdhouses and plantings. A neighbor keeps it mowed and youth a few blocks away keep the trash picked up. The most amazing thing is the wildlife. We regularly see kingfisher, nesting wood ducks, great blue herons, egrets and black-crowned night herons, as well as snapping turtles that line up on logs on the opposite shore. We have seen kids catch catfish there, (which we have told them not to eat) and they tell us they have found tadpoles. (We have heard frogs in the spring.) We have also seen large fish spawning in the old oxbow portion. From Fordson Island, in the channel portion of the river, we have seen mergansers, mallards, and Canada geese with their young. Although this area is upriver from the bridge project, we urge you to limit any activities that might harm the restoration of the river that now is slowly taking place. In your section 2.15 Fisheries and Wildlife, page 30, you state: Use of the river for active foraging by waterbirds (waterfowl, herons, grebes and gulls) was not observed on any site visit in the immediate vicinity of the bridge. No amphibian, reptile, or mammal species were observed." We just wanted to correct the record for a few blocks away.

We appreciate your response to the South Schaefer Neighborhood City Hall Manager, Carl Ramsey, regarding monetary assistance to the city to hire additional personnel so that response time for emergencies can be shortened. This will be crucial in an area that already feels that police presence is far too infrequent and that response time is unusually long for emergencies.

Finally, we want to comment on the historic operator's house at the northeast end. In your study report you said, "All efforts will be made to retain the operator's house and incorporate it into an interpretive site." In Detroit, we have lost much of our history and architecture by demolition instead of maintenance. We would strongly encourage you to not tear this important historic structure down, but to help us remember our past through its presence. With this bridge as the historic gateway to Detroit, how can you do anything else??

Sincerely,



Billie Hickey, Clean and Green Program Manager

Cynthia Warzecha - MDOT proposed bridge replacement

From: "Wood, David" <DWOOD@ci.dearborn.mi.us>
To: <parsonsb@michigan.gov>
Date: 01/10/2005 1:45 PM
Subject: MDOT proposed bridge replacement
CC: "Hazime, Nazih" <nhazime@ci.dearborn.mi.us>

The Dearborn Fire Department has no significant issues with the proposed replacement of the Fort Street (M85) drawbridge. Any questions please contact me at 313-943-2115.

David E. Wood
Assistant Fire Marshal

APPENDIX E

Written Comments: State Representative and Neighborhood City Hall Manager

12th House District
Southwest Detroit

STATE CAPITOL
P.O. BOX 30014
LANSING, MI 48909-7514
(517) 373-0823
1-877-STEVE-12
FAX: (517) 373-5993
stevetobocman@house.mi.gov



STEVE TOBOCMAN
MICHIGAN STATE REPRESENTATIVE

Assistant Associate
Democratic Leader

Committee Member:
GOVERNMENT OPERATIONS
(Min. Vice-Chair)
COMMERCE
LOCAL GOVERNMENT AND
URBAN POLICY
TRANSPORTATION

February 2, 2005

To Whom It May Concern:

Although I testified at the January 11, 2005 public hearing regarding the proposed replacement of the Fort Street Bascule Bridge, I wanted to reinforce my oral comments with written correspondence.

I am concerned about the treatment of the land along the west side of the Rouge River, especially any property that is newly made vacant as a result of the realignment of the Fort-Oakwood intersection. I urge MDOT to make any newly-vacated property available to established local groups for greenway use and actively work to beautify the west bank of the Rouge River in a similar manner as planned for the east bank.

In addition, I am concerned about the timing of the Fort Street Bascule Bridge closure in relation to anticipated reconstruction of Fort Street in Detroit. Without coordination regarding road closures between the Fort Street Bascule Bridge project and the overall Fort Street reconstruction project, the local community that uses Fort Street daily will suffer an unacceptable level of inconvenience for possibly several years. Given that the design work for the Fort Street reconstruction is being put out to bid this year, it is possible that the actual reconstruction of Fort Street may commence in 2009 or 2010, coming right on the heels of the two-year closure of the Fort Street Bascule Bridge.

I would urge MDOT to expedite the reconstruction of Fort Street, one of the most deteriorated stretches of state road. Given the extensive truck traffic on I-75, Fort Street is a preferred, although sometimes treacherous route, for both Southwest Detroit residents and those passing through. In addition to weekly complaints from residents, ArvinMeritor, which moved 380 jobs and the corporate headquarters of its largest division to a new \$40 million facility, has told me that the condition of Fort Street is its number one complaint about is reinvestment in Detroit.

I urge MDOT to closely coordinate these projects so that reconstruction of Fort Street in the area of the Fort Street Bascule Bridge is expedited and occurs simultaneously as the work on the bridge. This will minimize inconvenience to residents and businesses in this area.

Sincerely,

Steve Tobocman
State Representative—12th District, Southwest Detroit



COMMENTS

Public input is very important to the study process. Please let us know your comments, ideas and concerns regarding the Proposed Replacement of the Fort Street (M-85) Bascule Bridge Over the Rouge River. Deposit them in the comment box at the public meeting; or mail, fax or e-mail them to the address listed below. Comments should be postmarked or electronically dated on or before Thursday, February 10, 2005.

How will the Fort Street Bus
Deal with the Bridge Closure?

How will police and fire deal
with the Bridge Closure

Feel free to use other side of this page →

NAME

(Please Print)

CARL RAMSEY

DATE

1-11-05

ADDRESS

2300 S. SCMAEFER

CITY

Detroit

STATE

MI

ZIP

48217

Please deposit your comments in the box at meeting site or mail, fax, e-mail them to:

Robert H. Parsons, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050, Lansing, MI 48909
Fax: (517) 373-9255
e-mail: parsonsb@michigan.gov